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3

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3

2 3

5 6

FORT WILLIAM

TO

MONTREAL

10 CENTS

3 Cents per Bushel



1880

EVIDENCE

BEFORE ROYAL COMMISSION
ON TRANSPORTATION

1904

800 Ton Barges

BY THE

TRENT WATERWAY



A LAND-LOCKED ROUTE
FROM
GEORGIAN BAY
TO
MONTREAL

HIC901

PZ

HC 4086

PZ

EXTRACTS

FROM EVIDENCE TAKEN BEFORE
JOHN "ERTRAM AND ROBERT REFORD, ESQUIRES,
MEMBERS OF THE ROYAL COMMISSION ON
TRANSPORTATION, AT PETERBOROUGH,
MARCH 21ST AND 25TH, 1901.

The name Canal is a mis-nomer. The Trent route is a natural waterway. The distance from Georgian Bay to Lake Ontario is 203 miles, of which 160 are now navigable and the remaining 43 miles will be made navigable by Canalizing 17 miles of river. Great stretches of Lake and River lie along the whole route, through which vessels can travel at full speed.

* * *

The depth of water on the lock sills will be 8 feet 4 inches and the locks will pass barges of 800 tons capacity. 120,000 bushels can be handled by one steam barge towing four consorts, two abreast, the equivalent of 120 loaded railway cars.

* * *

The barges will run from Midland to Montreal in six and one half days, or two round trips per month, and can carry grain at 1½ cents per bushel at a good margin of profit even if they make the return trip empty.

Grain was carried in 1903 from Fort William to Midland at 1 cent per bushel. The experts of the American Cereal Company, who manufacture Quaker Oats at Peterborough, stated they could bring grain by this route from Midland to Montreal exchanging wheat for flour at Peterborough at a cost of 2 cents per bushel and could take through cargoes from Fort William to Montreal, trans-shipping to barges at Midland, for 3 to 3½ cents per bushel.

* * *

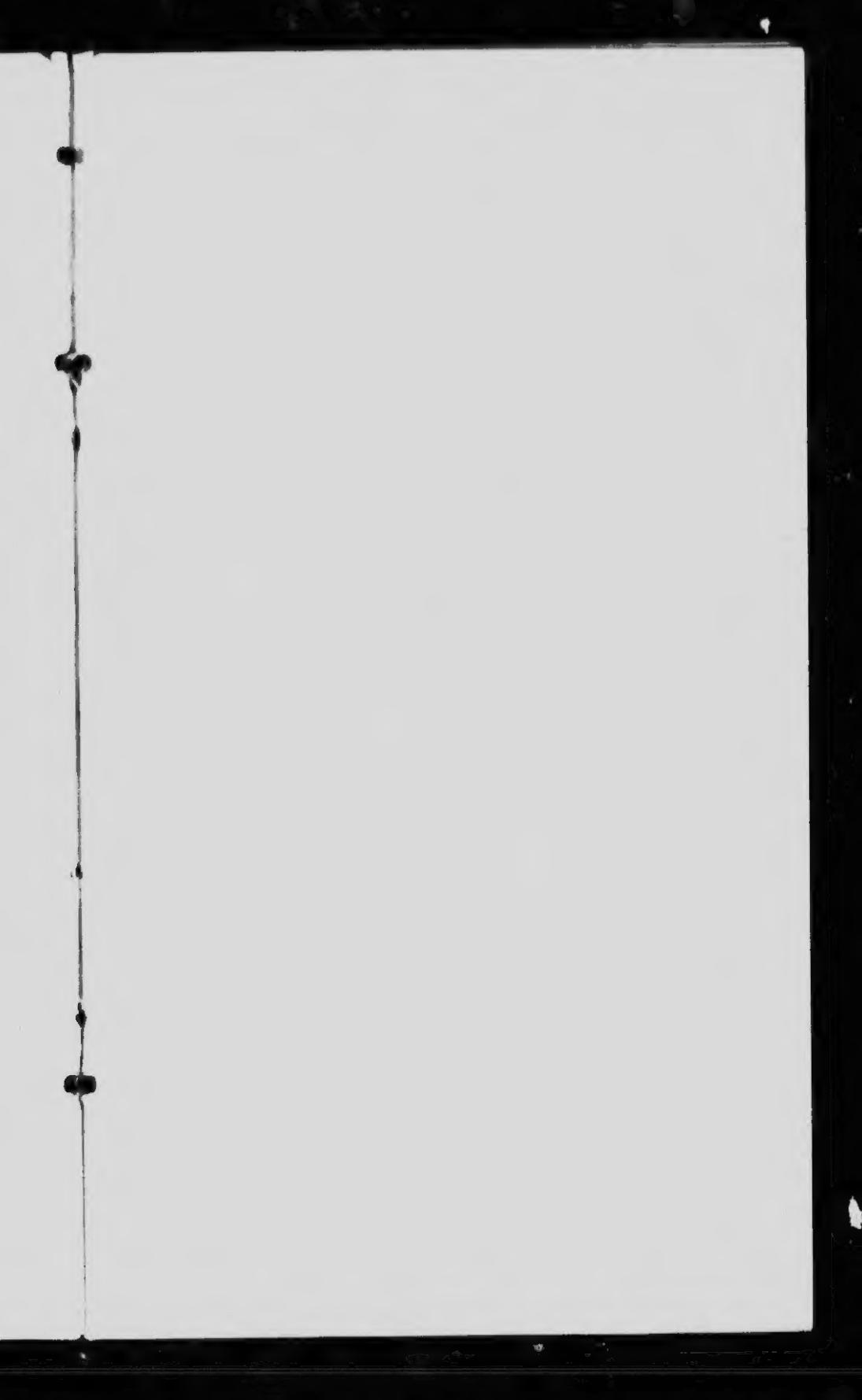
This is the natural geographical route. In 1903 the grain received at Georgian Bay ports was over 31,000,000 bushels, all of which was sent forward by rail. The opening of the Canal will largely increase these figures by affording a new outlet and at the same time reducing railway rates.

* * *

The Trent Canal Route, counting the return trip, is 500 miles shorter to Liverpool than the Welland Canal Route, and 1,500 miles shorter than the Erie Canal route.

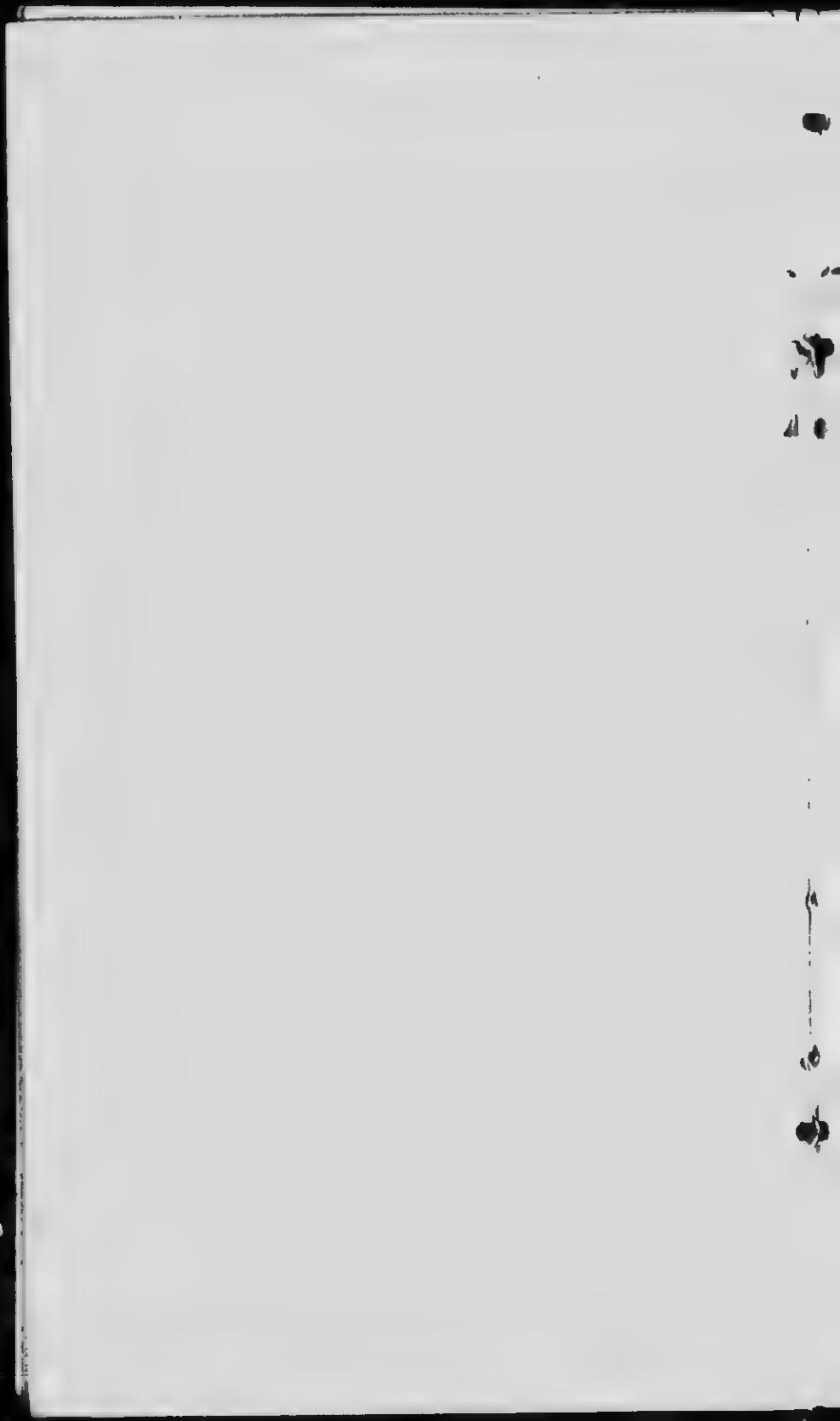
* * *

A deep water canal across the Province of Ontario is no longer advocated by the best engineers. Large vessels cost too much when moving long distances at slow rates in confined waters.









The Erie Canal now carries barges of 240 tons burden, but the expenditure of \$101,000,000 in the next few years, will increase its capacity to 1000 ton barges. The ship canal scheme has been rejected. The Trent Canal has a capacity for barges of 800 tons running at high speed.

* * *

The Trent Waterway enters Lake Ontario at Trenton in the Bay of Quinte. The route is land locked from Midland to Montreal. This permits a cheap class of barge to be used at a low rate of insurance.

* * *

The Erie Canal for years has regulated freight rates on grain between Chicago and the sea, and when the new Erie is completed, it will reduce present rates one third. The Trent is an open waterway—the Erie a confined prism, and by reason of higher speed and saving in distance, the Trent Canal will hold for Canada the trade which will otherwise go to Buffalo and New York.

* * *

It is admitted by all engineers who have examined the route that there is an ample supply of water and no expensive work to be done. \$4,000,000.00 have been expended by the Government in opening the inland stretches—\$5,000,000.00 more are required to complete the exits. The money spent has been wasted unless the work be finished.

Members of Parliament from Manitoba and the North-West : This is a matter which concerns your constituents. Study the rates quoted, and calculate the saving to the West.

* * *

Members of Parliament from Ontario : There are 300,000 people contiguous to this canal and 1000 miles of shore line to be connected with the great lakes. More than twelve Counties can be served by it, and the saving on coal freights alone will pay the interest on the entire expenditure.

* * *

Members of Parliament from Quebec : This route will build up the ports of Montreal and Quebec and secure for them the trade which the port of New York is now making strenuous efforts to regain, by the construction of the New Erie Canal at a cost of \$101,000,000.00.

* * *

Members of Parliament from the Maritime Provinces : The Manufacturers and Farmers of Ontario have consumed their hard wood and must have coal. This Canal will bring your coal in barges which will otherwise return empty through the very centre of Ontario. Here is a new and splendid market.

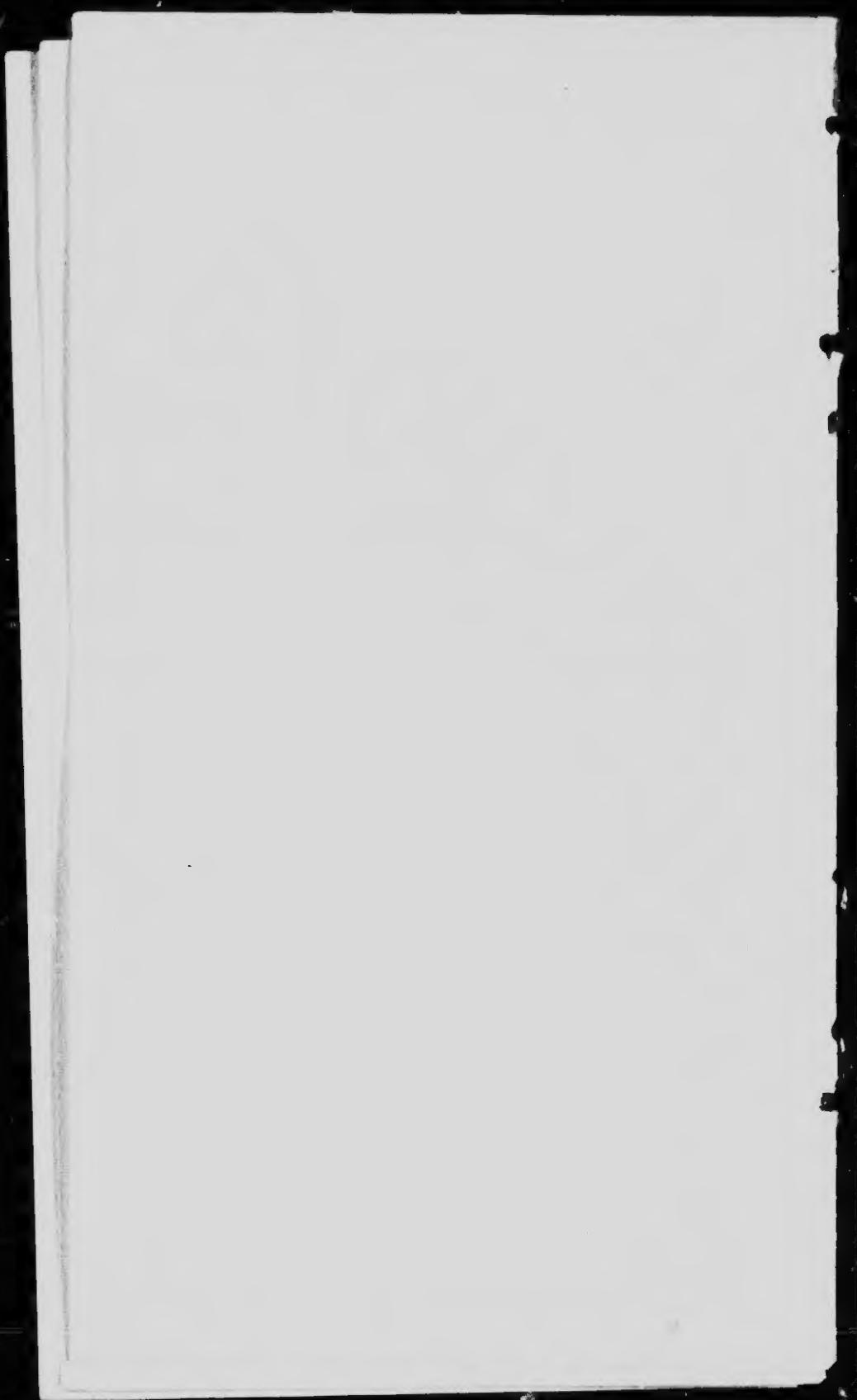
People of Canada: This is a waterway which nature has provided for the use of the whole nation. By means of it alone can independence of railway monopolies and pools be secured. It runs through the heart of Canada and will secure to us not only our own carrying trade, but an immense amount of American grain which must move to the European markets along the line of least resistance.

For further information apply to

THE SECRETARY,

Trent Waterway Ass'n.

Peterborough, Ont.



The
Trent
Waterway

SOLVES
THE
TRANSPORTATION
PROBLEM



